

monink

The Newsletter of Monnett Experimental Aircraft, Inc.

NOVEMBER/DECEMBER 1984

Greetings!

As much as I wanted to say it, I realize it is a little early to use Happy Holidays as my opening. But those busy, hectic Thanksgiving and Christmas preparations will be upon us once again very soon. Here in WI, November and December mean duck hunting and deer hunting — not flying. To John it seems to signal the end of the flying season. Things are much different here in the winter months than in August when the whole nation and world of aviation focuses on us. We certainly aren't located on a "year around" busiest Airport!!! (Now we could get smart and find a 6 month winter quarters like Steve and Dorothy Wittman who are preparing to leave for their home in FL any day!) BUT you can still find Aviation activity here in Oshkosh even as we pull in for Winter.

Workshop Set for December 1st.

John is definitely giving the General Homebuilders Workshop on Saturday, December 1st. There has been a lot of interest in the feelers we put out. This will be a one day workshop from 8 am - 3:30 pm with lunch included in the registration fee of \$25.00. This time we are offering a special family registration for \$35.00, so bring your wife and/or interested son or daughter! (Maybe I should say wives bring the husband if he's interested as we are having more and more women involved in building and flying projects.) If you would like to come, call or write now!! We can take your reservation over the phone with MC/Visa or you may mail a check. Carol has prepared a small packet of information on motels, restaurants, and sites to see in Oshkosh which we can mail out to you at your request. Do reserve ahead of time, please, as attendance is limited and we must make our lunch plans accordingly. Also if you know of some materials you would like to pick up that day, please place your order ahead of time and we'll have it all ready for you.

Saturday Hours by Appointment Only

Our winter Saturday hours will now be by appointment only. Normally we will not be open. If you wish to come on Saturday to visit our showroom or pick up an order, someone will be available to serve you by advance notice. Just give us a call first and we'll be happy to meet your needs!!

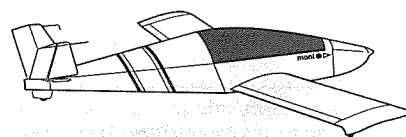
Looking Ahead

Price Increase on Kits on January First!!!

For the past two years we have made every attempt to stabilize the prices of our kits and builder's supplies. This

has meant absorbing many price increases from our suppliers, and absorbing the cost of additional items when upgrading and improving our kits. The inevitable price increase after the first of the year is unavoidable. On the bright side, Monnett Kits and Components will remain the most reasonable and competitively priced products available. But now is the best time to purchase your supplies for the coming season!! Act Now!!

moni



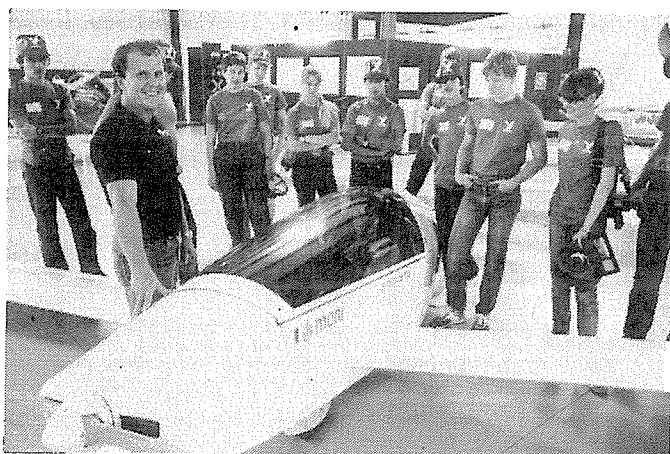
Moni Spoilers Now Standard

As John is pointing out in this photo, the Moni now has spoilers! They were installed and tested during the month of July and many of you saw them during the Fly-In. This simple set of spoilers replaces the dive brake system on all Moni models. They are operated by the same cockpit lever which also applies the wheel brake when the spoilers are fully deployed. This installation provided a very significant improvement in glide path control and short field landing capabilities. The spoilers can be deployed and retracted at any speed without affecting Moni's pitch attitude. They are used like a throttle to control sink rate. With the spoilers we are now able to make higher approaches and much steeper descents to our landing "spot". The addition of these spoilers and the 30 hp KFM Maxi engine truly enhances Moni's outstanding performance.

All current Moni kits now include the spoilers. Retro Kits will be available and maybe installed without disassembling the wing. Cost is not determined at this time but please contact us if you are interested in this retro kit.

EAA Air Academy

The following is an article written by Bob Dalton of EAA.



On July 15, 1984 thirty young people from around the world came to Oshkosh, Wisconsin to study the skills and lore of our aviation heritage. During the following three weeks, they participated in what became much more than lessons in technology and technique; they experienced the true spirit of personal aviation.

The first ever EAA Air Academy far exceeded all expectations in its impact on its participants and on OSHKOSH '84. Not only did the students, teachers and other volunteers learn more about aviation (and themselves) than expected, but the idea of the Air Academy captured the hearts and imaginations of the thousands of EAAers that came to OSHKOSH this year. Whether you were on the flight line, at the Museum, or in the campgrounds at night, wherever EAAers gathered, conversations turned to this important first step in educating the next generation of flight enthusiasts.

The first Air Academy class consisted of twenty-five young men and five young women from all over the U.S.A. as well as Israel, Portugal and the United Kingdom. Their fifteen teachers and counselors were volunteers who gave up their time and traveled from eleven different States in the Union to share their skills and experiences.

The objective of the class was to develop the skills fundamental to building an aircraft by working together to complete a Monnett "Moni" kit. John and Betty Monnett helped to assure the success of the first Academy by contributing the kit along with spare "practice" parts and materials and their own time and efforts. Additionally, the class worked on skills necessary for building fabric, composite, and wooden aircraft and other basic shop skills.

The EAA Antique/Classic Division helped sponsor the Air Academy by providing funding for the professional staff required to plan and run this program. Antique/Classic Division members also provided scholarships and transportation grants for students. Other major contributors include the Wagner Foundation (funding for "start up" materials), KFM (engine), Jeppesen Sanderson Company (Aviation Fundamentals textbooks), Acro Sport, Inc. (Acro Sport plans/materials), and Aircraft Tool Supply (tools).

For the first two weeks the participants spent about half of each day in the EAA Aviation Center's Restoration Shop doing the "hands on" work and half in classrooms learning fundamental aeronautical concepts. Evenings were spent in "hangar sessions," - meeting and talking with aviation leaders such as Steve Wittman, Paul and Tom Poberezny, Verne Jobst, Gene Chase, and others.

The final week of the Air Academy coincided with OSHKOSH '84, so the classroom sessions were replaced with forums, work shops, and Convention activities. On Tuesday night, the participants presented their nearly completed "Moni" to the audience at the Theater in the Woods. Two days later, as their work progressed, a graduation ceremony was held in the EAA Nature Center with many of the students' parents in attendance.

Despite a very busy schedule and a lot of hard work, the students felt there was only one really difficult part to the Academy--saying goodbye at the end. Although nearly all of the participants believe that their three weeks here was a first step towards a lifetime in aviation, they also believe that the most important thing they went home with was the friendship and camaraderie that developed here.

Even the teachers and counselors felt the same way. EAA Education Director Chuck Larsen commented "Very frankly, I don't know who derived the most benefit, the students or the volunteers. Everyone wants to come back!" According to Larsen, even the most skilled homebuilders and educators learned a little bit more about aviation and themselves.

Plans for next year's Air Academy began even before this year's was completed. The success of the program and public interest in it was so apparent that the class size will be increased to sixty students. Additionally, to provide variety in the skills taught, next year's project will probably be the renovation of a tube and fabric airplane. Potential students, volunteer teachers, and other interested parties are encouraged to contact Chuck Larsen at the EAA Aviation Center. Donations of materials, an airframe, scholarships, and transportation grants are invited.

First Flights

Fred S. Beckeit #89

3 Wedgewood Ct.

Gorleston-on-Sea

Norfolk NR31 6SG ENGLAND



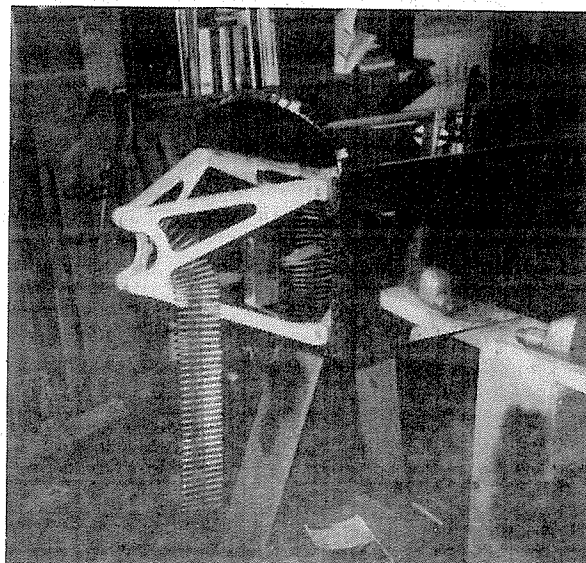
Fred writes: "She flies like a dream and has to be the cheapest way to fly, in this country anyway. First flight 28th of September..."

News from Builders

Steve Golden #148

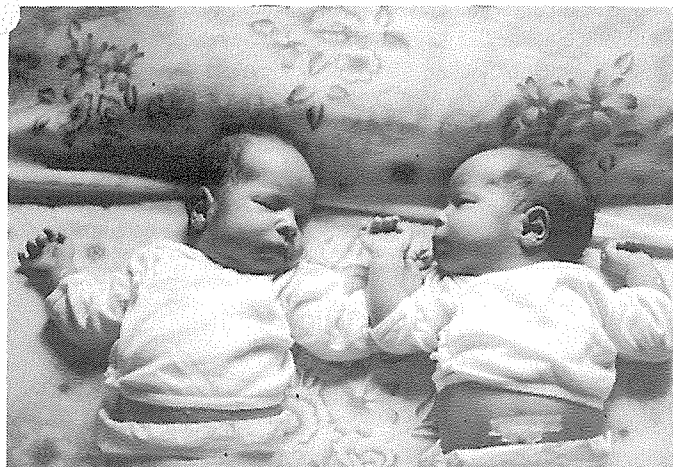
4304 Lankershem

North Hollywood, CA 91602



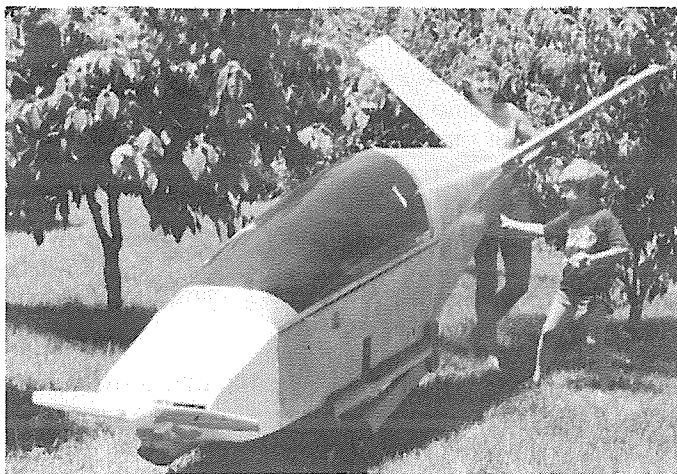
Caption reads: "Something is missing"

Nicolas Veloz #269
Urbaniz Acion La PazCalle
Qta Adelina
El Paraiso Caracas 1021 Venezuela



Nicolas writes: "...also find along a picture of our twins Nicolas and Alejardeo who were born on July 15th and are coming along fine. They are our main project out of the Mother's hanger. This seems to be the year of the Twins so please tell John to start designing a two-place Moni because the one I'm building is already too small for the crew family."

Asbjorn Sorhaug #99
859 Putnam Place
Mt. Laurel, N.J. 08054



Asbjorn gave me some photos at the Fly-In of his progress this summer. The wings were also finished probably due to assistance from his helper!!

Ron Fischer #173
621 Norene
Anchorage, AK 99508

Ron wrote this article which appeared in the FAA INTERCOM a monthly news publication for the Alaskan Region.

FAA's Own Builds A "Moni" That Flies

Being somewhat of a hobby-oriented person and somewhat prone to cabin fever during the long Alaskan winters, I figured I had better find a project to carry me through another season of darkness. I like to work with my hands and had been pretty involved with fixing up old cars recently and felt that I needed a change. In years past I have built several aircraft (two gyrocopters and a midget mustang) and felt that this was the year to start back in the aircraft business. After seeing an article in the AOPA Private Pilot Magazine on a homebuilt kit produced by Monnett Experimental, it wasn't hard to decide what to build. The aircraft is called a "Moni" and met all of my requirements - a high glide ratio, slow stall speed and a reasonable cruise speed. The Moni has a glide ratio of 20 to 1, a stall speed of 34 mph and a cruise of 120 mph. Another plus was that, except for the paint, the kit included everything that was needed to make it fly, which meant that I wouldn't have to spend most of my time rounding up parts.

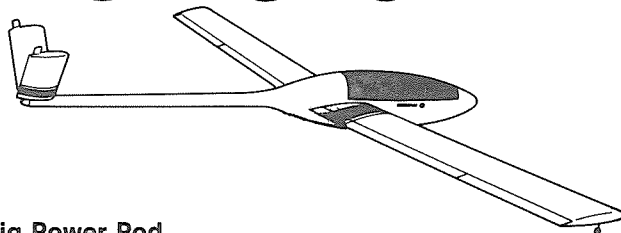
The kit was delivered in March 1983 - too late in the winter to get started on and completed for this winter. If I did start it, it would defeat the whole purpose and ruin a whole summer of outdoor activities that Alaska is noted for. So, the kit sat in my garage and looked back at me until the middle of September. After reading and rereading the plans, I finally got started. The plans were very well prepared and easy to follow, and except for a few rivets and one piece of aluminum angle, the kit was complete. Things went smoothly throughout the construction process and the FAA examiner came out several times and gave his blessing and several good pointers. Finally, in the last week of March 1984, and about 600 working hours later, it was ready for the final inspection. After a call to the FSDO office, I discovered that Dick Powers, the examiner who had been following my progress from the start, was going to be out of town til the end of April. I was a little disappointed, but thought "what the heck - I've waited this long, a little longer won't hurt." The end of April came and I discovered that he was to be away still longer so another examiner, Bill Janis, arranged to make the final inspection. On May 5, 1984, the inspection and paperwork were completed and I was assigned an area to fly the restrictions off. High winds and bad weather prevented the first flight until May 10, but finally the moment of truth had arrived and I shoved the throttle to its stops and Moni N4645A, myself, and a whole bunch of butterflies inside my stomach became airborne. The flight went off without a hitch and no adjustments were necessary. Since that time, I have logged about six hours in the air and will say that the plane meets all my expectations. The only difficulty I am having is the long glide ratio, but look at that as no great problem.

If anyone reading this is considering a project like this, my only advice is to have a lot of patience, read, read, and reread the plans and don't consider starting unless you have a wonderful and understanding wife like I do. There are a lot of times when you will need another hand and gentle touch which only she can give. (Ron's wife, Lori, took the pictures on the next page.)

What about next winter you ask? I've already got a basket case Er-coupe in the garage waiting for September.

Fischer entered on duty with FAA at the Sidney, Nebraska FSS in 1977. From there he spent three years at the Vichy, Missouri FSS and transferred to Anchorage FSS/IFSS in March 1981. Prior to the FAA and after a four year hitch in the Navy, Fischer spent several years as a police officer at Phoenix, Arizona and North Platte, Nebraska. He entered the aviation field at Phoenix after getting his CFI, commercial, and instrument ratings.

monerai



Konig Power Pod

Over the past year we have had many notes and progress reports on the Konig Power Pod development. With the small staff we have available all R&D projects have had their priorities and things may seemingly go slow to the outside observer. (And they do!) We have spent a great deal of time and money in developing this vastly improved

self-launching system for Monerai. However, the availability of the power pod for builders is directly related to its market potential. With over 350 Monerai's flying or under construction, we have assumed the desirability of a package like this would be high. The soft aviation market however has dictated quite the contrary. As with all of our products, a minimum amount of "real" customer interest is required in order to produce it. That minimum interest has not been realized. The unit will be available when the market dictates.

For those interested, here is the latest information we have just put into our info packs: The 1985 Monerai Power Pod features the proven Konig 3 cylinder, 25 h.p., electric start radial engine. It operates at a very smooth 4000 r.p.m. (compared to the 6200 r.p.m. single cylinder Zenoah) yet the whole pod weighs only 44 pounds. The two gallon tank provides 1 hour duration at full throttle, or over two hours in a cruise mode.

The unique Monnett folding prop automatically retracts its blades to eliminate drag during soaring flight. Glide ratios up to 28/1 can be expected with clean Monerai's. When the engine is started, the blades are deployed by centrifugal force. Take-off distance is 250 to 300 feet in still air and the climb rate will exceed 500 ft./min. at 65 m.p.h.

Some owner fabrication is necessary but the molded fiberglass cowl, folding prop, factory welded aluminum tank, exhaust system, and motor mount greatly reduce assembly time (approximately 15 to 20 hours). All necessary instruments, hardware, and accessories needed for construction and installation are provided in the kit. The pod may be adapted to all existing Monerai's.

This new power pod is without question the finest self-launch package available today!

Monerai Mid-West Fly-In

Report from John Caldwell, P. O. Box 155, Genoa, IL 60135. John has Monerai #317 and recently organized a Midwest Monerai Fly-In.

September 22nd and 23rd saw a gathering of six Monerai's and nine builders and their families at a private strip outside Rockford, IL for a weekend of flying and talk. Represented were New Hampshire, Ontario, Wisconsin, Iowa, and Illinois.

Rains cancelled the Saturday flying, but much hangar talk and a Saturday evening dinner and get-together kept everyone busy. Sunday dawned still raining, but the skies cleared and by afternoon there were good cu's and everyone took to the skies. While no records were claimed, a good time was had by all.

With so many builders at the 70-90% stage of completion, our gatherings next year should see a large jump in flying Monerai's.

John also sent this letter concerning a recent experience: A near accident occurred on Sept. 30th which I feel all Monerai builders and flyers should be made aware of. While sitting in the ship waiting for the tow plane, I completed my control check and after closing the canopy, I slid down into the seat an extra inch. Upon lifting off, I

discovered I had no pitch control. The stick was frozen in the fore and aft mode though ailerons and rudder still worked. I cut off at 200 feet, made a 180 and returned to the field using flaps for pitch control. Upon landing, we discovered the side shackle of my 350 Security Parachute had slid under the arm rest and wedged between the control stick slide tube stop washer and a frame member. The obvious fix is to put a shield under the arm rest between you and the control tube.

Editors note: Thank you, John, for both reports. These Monerai builders do like to get together and will travel long distances to do so! The parachute incident is certainly one to watch and correct if you have a Security Chute.

First Flights

Ed Musselman #106

Rt. 3, Box 28

Lewistown, MT 59457



Ed writes: "Monerai #106 first flight was on Sept. 30th. We hauled the Monerai in the stock trailer 30 miles to a friend's place, flat, sod runways.... Stayed above release altitude for 20 minutes on 4th flight in weak thermals. ...Flew it back home next day and realized my dream of soaring over our ranch in a sailplane I built and landing in the yard."

News from Builders

Joseph Somfay #167

122A St. Andres St. West

Fergus, Ontario, Canada N1M 1M5

Joe gets more publicity!! "Aircraft structures aid in home design...The Soaring Architect" appeared in *Canadian Flight*, Sept./Oct. 1984 issue.

As one of Canada's foremost architects in the solar field, Prof. Joseph Somfay of the University of Waterloo's school of architecture is keenly interested in calculating the amount of energy to be found in the sun's rays, and in solving convection, heat storage and transfer problems. All of which may help explain why he is also a gliding enthusiast, interested in making the best use of "thermals", or masses of rising hot air.

On warm summer days, when the sun beats down on the earth's surface, the air immediately above becomes very warm. These patches of warm air rise, sometimes quite rapidly. The trick in piloting a glider, therefore, is to look for those areas in the landscape that are likely to produce thermals; then, by circling around in a thermal the glider is able to rise higher and higher and to remain in the air for an extended period of time.

There are other sources of upward air currents but generally speaking, glider pilots in Southern Ontario rely primarily on thermals.

To Somfay, gliding is one more example of man's ability to harness the energy of sunlight. As a solar home designer he is concerned with

eliminating or reducing the need for fuels such as oil, gas or electricity to keep comfortable in cold weather. As a glider pilot he uses that same energy to remain airborne in a motorless aircraft that weighs 300 lbs. or more.

A member of the York Soaring Association, Arthur, Ont., Somfay flies a glider he built with his business partner and fellow gliding enthusiast, Jim Fryett. Unlike their houses, the aircraft is not an original design but was built from a kit obtained from the Monnett Experimental Aircraft Co., in the U.S. What building the aircraft has done for Somfay and Fryett — in addition to giving them a glider they can fly — is provide an "incredible learning experience" which, they feel, will prove fruitful in connection with their future architectural activities.

"We've learned things about aircraft structural technology that, we're very sure, we can apply to other types of structures including houses, apartment buildings, and so forth," Somfay predicts.

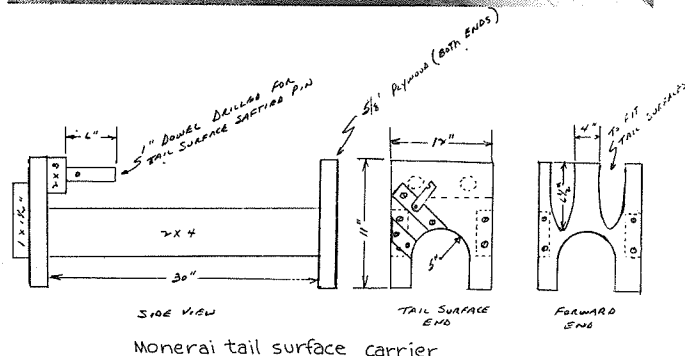
He feels, that many architects are missing the boat in failing to take full advantage of some very new technologies being developed for other fields.

"Whether you're talking about an aircraft wing or a high rise, a structure is a structure and stress loadings are stress loadings," Somfay says. "By building our glider we learned, for instance, about new epoxy glues that make rivets and welds obsolete.

"We've learned a good deal about stress-skin structural techniques, where the covering or 'skin' actually becomes an integral part of the structural strength of the aircraft. This is a concept we feel many architects fail to pay enough attention to, in designing buildings. We learned about new plastics, carbon fibre reinforcement, sandwich materials... many things that we architects are going to have to get into, increasingly."

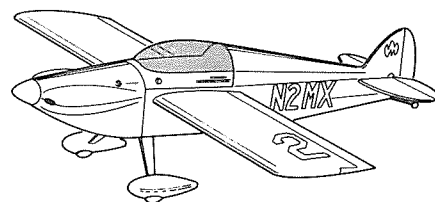
Tips from Builders

Ray Konrath #3
10629 Essex
Westchester, IL 60153



"Enclosed are pictures and a drawing of my Monerai tail surface carriers... It has been trouble-free in approximately 500 miles of trailering and utilizes a wasted area in my trailer. More importantly perhaps is that the tail surfaces are not prone to damage that I used to worry about. I use elastic cords to hold down the tail surfaces and carrier at the forward end and the safetied pins used for tail assembly at the stub end. A simple latch at the stub end keeps the carrier from sliding forward..."

sonerai



"S" Wing Now Standard

There is now one wing for all the various Sonerai models. This wing kit is called the "S" Wing Kit. (It is the same wing as the Stretched Sonerai - made standard for all.) It incorporates all the wing upgrades as well as the new style aileron counterbalances and wing tips. Anyone with a Standard Sonerai set of plans automatically gets the new plan sheets right with his wing kit when ordering. The list of updates in this Wing Kit includes:

- One piece wing tips
- Wing walk material and templates
- Hidden counterbalances
- Extra ribs and upgraded spar
- No left or right hand ribs, all rib flanges are in same direction.

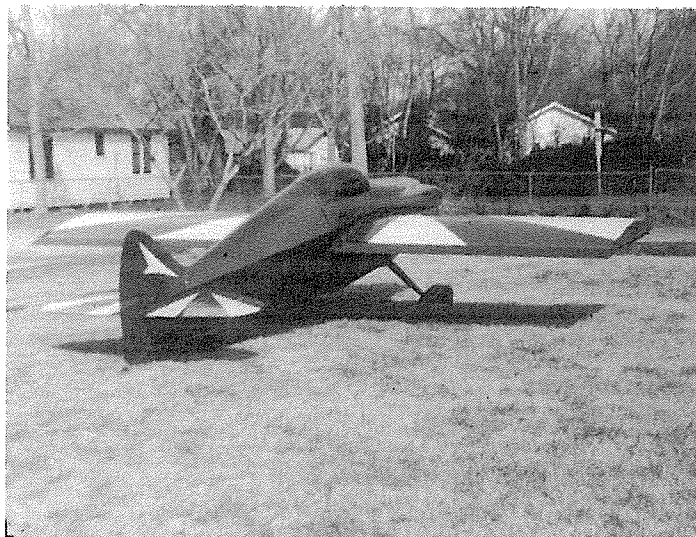
Anyone interested in just the drawings, send a S.A.S.E.

Landing Lights

Some builders have expressed interest in the Stretched Sonerai Landing Light installation. As time permits, we expect to be providing drawings, templates, and formed lenses for adding these lights to your Sonerai.

First Flights

Myron Duke #1255 II
3795 Johnstown
Beaumont, TX 77703

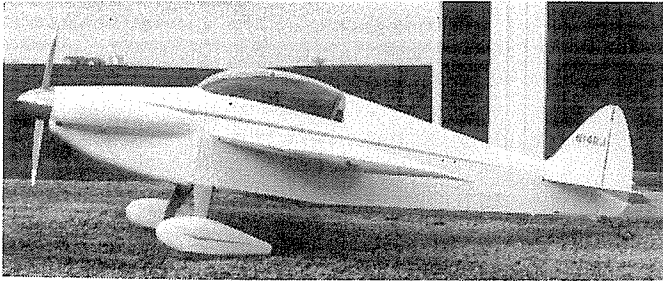


First flight was September 30, 1984.

John Lavin #1203 IIL
8097 Quigley Rd.
Winneconne, WI 54986

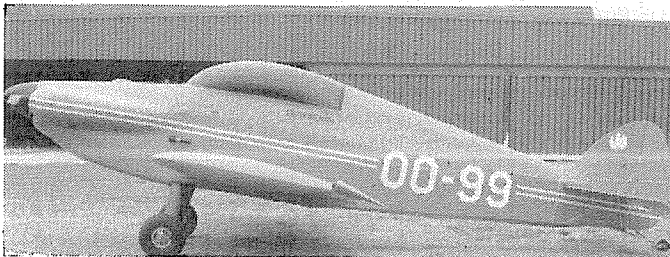
John's first flight was September 16 and he has five hours as of the middle of October.

Rod Johannsen #745
RR 1
Rolfe, IA 50581



Rod sent us this photo with news that his first flight was on April 28, 1984.

Frans Desmet #919 IIL
Meivuurstraat
B-2410 Herentak
Belgium



Frans first flight was listed in Sept./Oct. issue but he recently sent us this photo. It is painted our "sassy grass" Monnett Green!

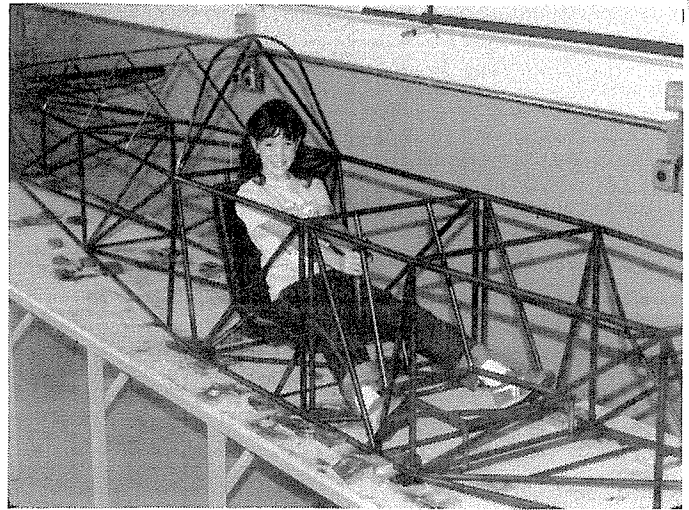
John Bowley #995 IIL
2209 S.E. 59th St.
Oklahoma City, OK 73129



This Sonerai was a husband and wife team effort all the way. They both flew the plane on its first flight on May 14, 1984. Congratulations Janet and John! They have since sold #995 and are now building a second Sonerai!!

News from Builders

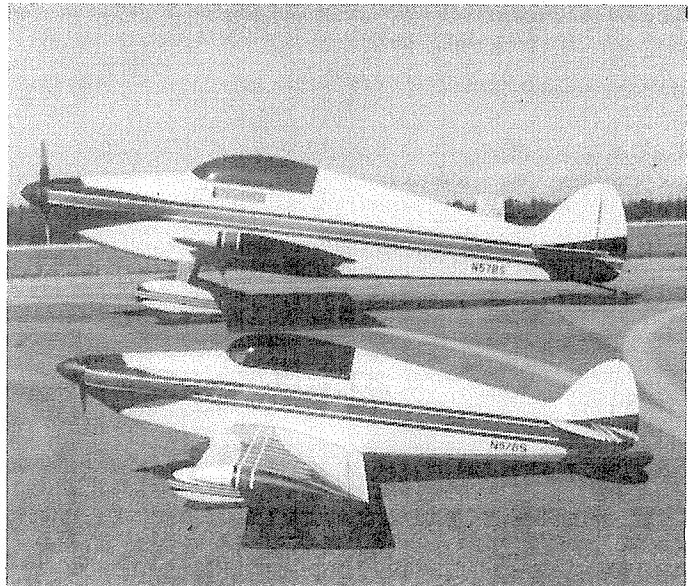
David Parks #1583 IIL
845 N.W. 17th Ave.
Ocala, FL 32675



The Parks' family came to Oshkosh in June before the hectic rush of the Fly-In. Cheryl sent me a letter and photos of their progress as of Aug. 1st. This is Lori doing some "Hanger Flying", son Ryan did some too. Cheryl writes: "Since we returned David has worked on his Sonerai every nite and Saturday and Sundays. When we want to see him, we usually end up at his workshop or 'the hanger'."

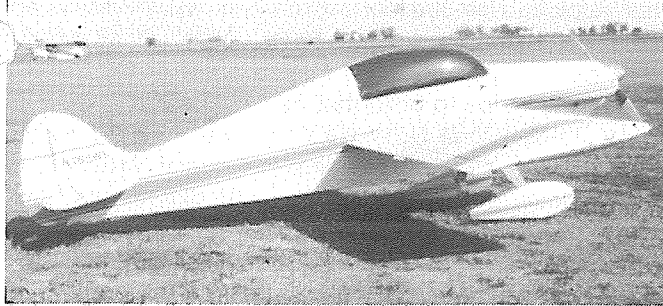
Editors Note: Sounds familiar!

Bruce Schamber #1457 IIL
3223 Lakeview Dr.
Naples, FL 33942



We all looked twice when we saw this photo! Then I read Bruce's letter: "Full Scale Sonerai now has 50 hours or trouble free flying. 1/3 scale Sonerai has two good flights and is now headed for Las Vegas for the Q.S.A.A. Fly-In."

Dave Schatz and Jim Wendal, #768 II
741 East Devon
Roselle, IL 60172



The Wright Brothers Invitational in Dayton, OH once again voted Sonerai one of the 10 most popular homebuilts. We nominated Dave and Jim's plane to represent Sonerai and they received the Wright Brothers Memorial Award. It is quite an honor to receive this and we are certainly happy for them! Here is a photo of their beauty. (There will be a full color one in *Sport Aviation* yet this year.)

Doug Hagerman #1066 IIL
Rt. 1, Box 303-D
Oroville, CA 95965

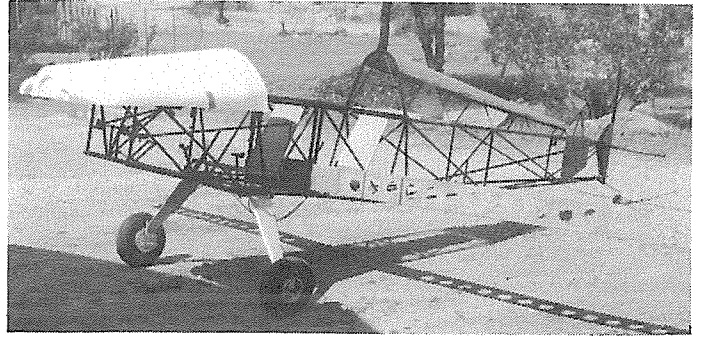


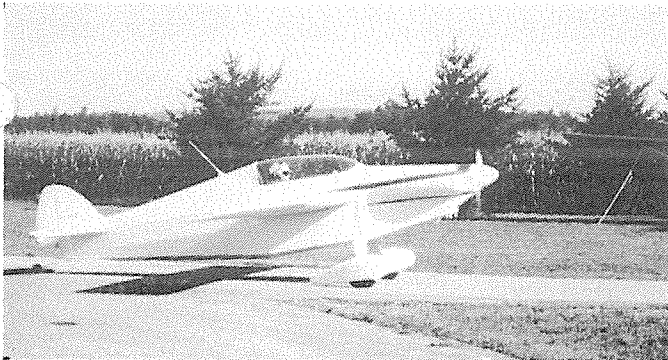
Photo of progress thus far.

Randy Mills #1024 II
7629 Polk
Taylor, MI 48180



Photo of Randy's progress - he is getting anxious as you can see!

Gary Burnett #99 II
415 N. 4th St. West
Mt. Vernon, IA 52314



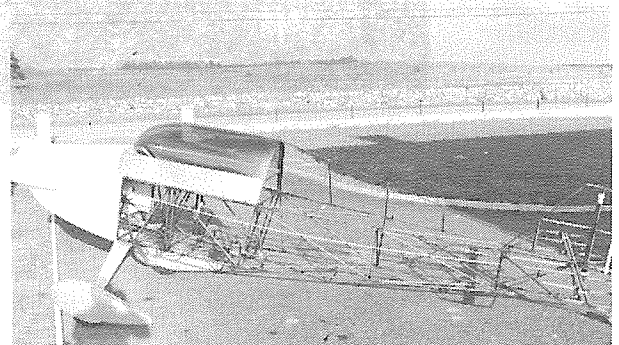
Gary sent us a new photo of his Sonerai which he has been flying for a **long** time.

Donal Connaire #1224 II
Bullaun Loughrea
Co. Galway Ireland

Chapter 474
Box 12 Airport Rd.
Montgomery, NY 12549

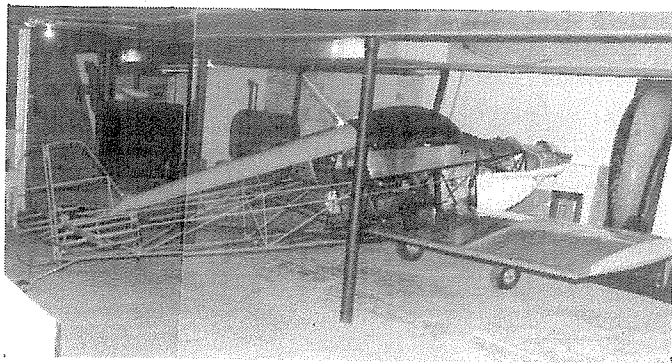


Henry Law sent us this photo of their Chapter Sonerai Project taken at a Fly-In in 1983. Their Chapter letterhead and logo is a Sonerai also. Thanks, Henry!



Progress as of March, 1984.

Fred J. Keip #356 IIL
11428 Six Mile Road
Franksville, WI 53126



Fred says: "...Hope to be flying in Spring of '85 ...Yes, it is in my basement and yes, it will come out without destroying walls..."

Christmas Shopper

Need Christmas gift ideas? Help us - we'll help you!! Call Carol or Livia for an update on Catalog or Kit items your Airplane Homebuilder might need. Maybe some accessories might be nice? T-Shirts, Hats, Pins? Maybe some needed parts or kits? Maybe a set of toy Sonerai plans for Grandpa to build that neat kiddie car?

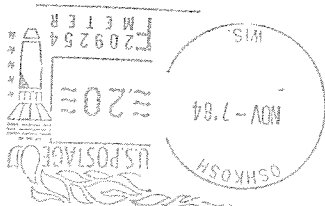
We do have one NEW ITEM for you. I have a limited quantity of 10K gold filled pins in Sonerai, Monerai, or Moni. These are similar to the gold plated ones you receive when you fly your airplane. The NEW gold filled wing pins will sell for \$12.00 while quantities last!!

In closing, John and I truly appreciate the notes from many of you about the Builder's Party and the Air Academy Donation. We have received so many nice thank you's for these Oshkosh events. It does make our efforts worthwhile - for certain!! One of our builders wrote: "Really enjoyed it and learned a great deal talking with other builders. This was our first convention and was truly a great experience."

That's it for now folks. Next time I write you it will be 1985 - now that really blows my mind. Can it really be we lived through 1984??? Hope Aviation Can Survive in '85!!!

Optimistically,

Betty Monnett



MONNETT EXPERIMENTAL AIRCRAFT, INC.
P. O. BOX 2984
OSHKOSH, WI 54903